GS 0583 S A US

AMENDMENTS TO THE CLAIMS

The listing below of the claims will replace all prior versions and listings of claims in the present application:

Listing of Claims:

Claim 1 (currently amended): A method for operating a motor vehicle having a driving engine and an automated or automatic transmission in ~~the~~ a drive train for transmitting a torque, said method comprising the steps of: providing a transmission control unit including a memory function and operable to control a shift of gears within the transmission, controlling a clutch engagement/disengagement process to improve riding comfort during a shift of gears from R to D by momentary engagement of engine torque before a shift of gears takes place by means of a transmission actuator.

Claim 2 (previously presented): A method in accordance with claim 1, including the step of providing a driver-identifying lock recognition system that includes driver-specific parameters for controlling vehicle operation in accordance with predetermined driver-related vehicle operation characteristics.

Claim 3 (currently amended): A method in accordance with claim 1, including the step of changing engine torque by means of the transmission control ~~system~~ unit that is regulated by a CAN bus.

Claim 4 (previously presented): A method in accordance with claim 1, wherein the engine torque is less than 10 Nm before the gear shift.

Claim 5 (currently amended): A method in accordance with claim 1, including the step of utilizing at least one of the memory function of the transmission control unit and ~~the~~ a driver-identifying lock system to balance relevant adaptation parameters in the control unit.

Claim 6 (currently amended): A method in accordance with claim 1, including the step of establishing an additional signal during communication with the transmission control unit to identify the corresponding driver ~~(Driver-ID)~~.

Claim 7 (currently amended): A method in accordance with claim 1, including the step of inputting ~~the~~ adaptation parameters for a transmission shift program following a boot process of the transmission control unit and the identification of the driver.

Claim 8 (currently amended): A method in accordance with claim 1, wherein the linking of the signals from the control unit takes place through ~~the~~ a CAN bus of the motor vehicle.

Claim 9 (currently amended): A method in accordance with claim 1, including the step of detecting in ~~the~~ a chassis level regulation control unit for ~~the~~ level control of ~~the~~ a chassis data received from ~~the~~ level control actuators, and correlating the level control actuator data with the transmission control unit to control vehicle pitch angle.

Claim 10 (currently amended): A method in accordance with claim 9, wherein a level control of the chassis takes place as a function of ~~the~~ clutch engagement/disengagement and transmission shift processes.

Claim 11 (previously presented): Apparatus in accordance with claim 13, including vehicle leveling actuators arranged in at least one of a forward and a rear axle of the motor vehicle, wherein the leveling actuators are parallel to respective chassis-mounted shock absorbers.

Claim 12 (previously presented): Apparatus in accordance with claim 11, wherein during a control process regulating distances of the leveling actuators of an axle are regulated individually for each wheel of the vehicle.

Claim 13 (previously presented): Apparatus for operating a motor vehicle having a driving engine and an automated or automatic transmission in a drive train for transmitting a torque, said apparatus comprising: a control unit including a memory function, wherein the control unit is operable to control operation of a

clutch and a shift of gears within the transmission to provide a clutch engagement/disengagement process to improve riding comfort during a shift of gears from R to D by momentary engagement of engine torque before a shift of gears takes place, and a transmission actuator operatively connected with the transmission control unit for shifting gears.

Claim 14 (previously presented): Apparatus in accordance with claim 13, including a driver identification system for accessing driver-specific vehicle operating parameters for controlling vehicle operation and transmission gear shifts.

Claim 15 (currently amended): Apparatus in accordance with claim ~~1~~ 13, including vehicle leveling actuators arranged in at least one of a forward and a rear axle of the motor vehicle, wherein the leveling actuators are components of ~~the~~ shock absorbers.